on as best as we could with the materials and requirements available. But whenever it is found that the efficiency of the service is marred by particular operators, I shall take timely action to replace them by more experienced men.

With regard to the provision for telephone service in municipal areas I may state that already quite a large number of municipalities are in the telephone system.

Mr. A. T. S. Khaderbhoy: Is Shencottah one such?

Rajyasevapravina K. P. Padmanabha Menon: Extension of Electric Supply from Papanasam to Kundara *via* Shencottah is already contemplated and side by side with this, arrangements will be made for the extension of the telephone service to Shencottah also.

Mr. T. Krishna Pillai: What about the demand for motors which has already increased?

Rajyasevapravina K. P. Padmanabha Menon: If the Department gets applications from people who want them, I shall try and arrange for the purchase of sufficient stock. I cannot, however, buy and stock a large number of motors on the off-chance that somebody might turn up to purchase them. Most of the people who have already applied and paid for the motors have since received them.

Mr. T. Krishna Pillai: Have the Government been able to procure any to meet the present requirements, and to get the money in advance?

Rajyasevapravina K. P. Padmanabha Menon: We have done this as far as possible and supplies ordered in 1942 are gradually coming in now.

President: The question before the House is that the Government be granted a sum of Rs. 55,99,914 under Demand No. VIII—Electricity and Telephone.

The motion was put and carried.

The grant was made.

DEMAND IX—STATE TRANSPORT.

Mr. E. G. Salter: Sir, I beg to move the House for the grant of a sum of Rs. 32,21,863 under Demand IX—State Transport.

Mr M. Sultan Mohideen: (*Trivandrum and Nedumangad cum Chirayinkil*) മോട്ടാർ സ്പെയർപാർട്ട്സ്, ടയിൽ, പെട്രോൾ മുതലായവ കിട്ടാൻ വിഷമമായിരിക്കുന്ന ഈ സന്ദർഭത്തിൽ എത്രയും കാര്യക്ഷമമായി ട്രാൻസ്പോർട്ട് സർവീസ് നടത്തുന്ന ഡ്രൈവർ കണ്ടക്ടർ അവർകളെ അഭിനന്ദിച്ചുകൊണ്ട് ഈ ഡിപ്പാർട്ടുമെന്റിനെ

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സംബന്ധിച്ച ചില സംഗതികൾ ഞാൻ ഇവിടെ പ്രസ്താവിച്ചുകൊള്ളട്ടെ. ഇപ്പോൾ ബസ്സുകളുടെ എണ്ണം കുറവാണെങ്കിലും എൻജിനീയർമാരുടെ എണ്ണം ഒട്ടും കുറവല്ല. ഇന്നു ഓടിക്കൊണ്ടിരിക്കുന്ന ബസ്സുകളിൽ അധികവും വഴിയിൽ കേടുപാടിച്ചു കിടക്കുന്നതായി എനിക്കു കാണാൻ കഴിഞ്ഞിട്ടുണ്ട്. കൂടുതൽ മോട്ടാർസർവീസുള്ള സമയമാണെങ്കിൽ ഒരു ബസ്സ് വഴിയിൽ കിടന്നുപോയാൽ അതിലെ യാത്രക്കാർക്ക് അടുത്ത ബസ്സിൽ കയറിപ്പോകാമായിരുന്നു. മുൻപ് കാലോ അരയോ മണിക്കൂർ ഇടവിട്ട് നടത്തിക്കൊണ്ടിരുന്ന സർവീസ് ഇപ്പോൾ ഒന്നും രണ്ടും മണിക്കൂർ ഇടവിട്ടുമാത്രമേ നടത്തുന്നുള്ളൂ. തന്നിമിത്തം ഒരു ബസ്സ് വഴിയിൽ കിടന്നുപോയാൽ അടുത്ത ബസ്സ് ഒന്നും, രണ്ടും അല്ലാ ഏഴും എട്ടും മണിക്കൂർ കാത്തുനിന്ന് യാത്രക്കാർക്ക് അവരുടെ നിർദ്ദിഷ്ട സ്ഥലത്തു കൃത്യസമയത്തു ചെന്നുചേരാൻ വിഷമം നേരിട്ടുകൊണ്ടിരിക്കുന്നതായി പലർക്കും അനുഭവപ്പെട്ടുണ്ടു്. എൻജിനീയർമാർ ധാരാളമുള്ളതുകൊണ്ട് ബസ്സുകൾ അപ്പോഴപ്പോൾ പരിശോധിച്ച് ഈ ന്യൂനതകൾ പരിഹരിക്കുവാൻ വേണ്ട ഏർപ്പാടുകൾ ചെയ്യുന്നപക്ഷം ജനങ്ങൾക്ക് വലിയ ബുദ്ധിമുട്ടുകൾ ഉണ്ടാവാനിടയില്ലെന്നാണ് എന്റെ വിശ്വാസം. കൂടാതെ സാധാരണയായി നാഗർകോവിൽ ഗാരേജിൽ നിന്നും അയക്കുന്ന ബസ്സുകളിൽ അധികവും വഴിയിൽ കിടക്കാതെ നിർദ്ദിഷ്ടസ്ഥലത്തു കൃത്യസമയത്തു ചെന്നുചേരുന്നു എന്നും തിരുവനന്തപുരം ഗാരേജിൽനിന്നു അയക്കുന്ന ബസ്സുകളിൽ അധികവും വഴിയിൽ കിടന്നുപോകുന്നുവെന്നും എനിക്കു കേൾക്കുവാനിടയായിട്ടുണ്ടു്. ഈ വിധത്തിൽ ട്രാൻസ്പോർട്ടുസർവ്വീസിലെ യാത്രക്കാർക്കു പല വിധത്തിലുള്ള വിഷമങ്ങളും ഉണ്ടാകുന്നതായി എനിക്കറിവാൻ കഴിഞ്ഞിട്ടുണ്ടു്. മാത്രമല്ല, പല പഴയ ബസ്സുകൾക്കകത്തും മഴക്കാലത്തു് കുടയില്ലാതെ ഇരിക്കാൻ നിവർത്തിയില്ലാതെയായിത്തീർന്നിരിക്കുന്നുവെന്നുള്ള വിവരവും ഞാൻ ഡയറക്ടർവർകളുടെ ശ്രദ്ധയിൽപ്പെടുത്തിക്കൊള്ളുന്നു.

മോട്ടാറിൽ ചില്ലറയുംകൊണ്ടു് യാത്രചെയ്യണമെന്നു ബോർഡ് എഴുതിവച്ചിട്ടുണ്ടെങ്കിലും ചില സന്ദർഭങ്ങളിൽ യാത്രക്കാർ രൂപയോ നോട്ടോ കൊടുത്തിട്ട് ചില്ലറ ചോദിച്ചാൽ സാധാരണയായി കണ്ടക്ടർമാർ അവരുടെ കൈയ്യിൽ ധാരാളം ചില്ലറ ഉണ്ടെങ്കിൽത്തന്നെയും ചില്ലറ ഇല്ല എന്നുപറഞ്ഞു് ഒരുമാതിരിയുള്ളവരോടു് പുറത്തു് ഇറങ്ങിപ്പോകാൻ ആജ്ഞാപിക്കയും, കോട്ടും ഷർട്ടും ഇട്ടു് യോഗ്യന്മാർ എന്നു അവർ വിചാരിക്കുന്ന ചില യാത്രക്കാർക്കു് ടിക്കറിന്റെ പുറത്തു് ബാലൻസ് കുറിച്ചുകൊടുത്തിട്ടു ബസ്സിൽ നിന്നിറങ്ങുമ്പോൾ ചില്ലറ കൊടുത്തുവിടുകയുമാണു് ഇപ്പോൾ ചെയ്തുവരുന്നതു്.

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The House adjourned for lunch at 2 p. m. and reassembled at 3 p. m. with the President in the Chair.

NEW MEMBERS.

The following members took the oath and signed the Rolls :—

1. Rajyasevapravina C. V. Chandrasekharan (*Pro-Vice-Chancellor*).

2. Mr. A. Gopala Menon. (*Director of Public Instruction.*)

Mr. M. Sultan Mohideen: സർ, അതുകൊണ്ടു കഴിയുന്നതും കൂടുതൽ ബസ്സുകൾ ഏർപ്പെടുത്തി ബസ് സർവീസ് നല്ല നിലയിൽ നടത്തുവാൻ വേണ്ട ഏർപ്പാടു ചെയ്യണം.

ലാറിയുടേയും മറ്റും കുറവുകൊണ്ടു കുറച്ചുള്ള ട്രാൻസ്പോർട്ടിനു ചിലവു കൂടുതലും കാലതാമസവും വരുന്നതിനാൽ കോസ്റ്റൽട്രാൻസ്പോർട്ടു വളരെ ലാഭവും ഉപയോഗപ്രദവുമായിരിക്കുമെന്നാണ് എന്റെ അഭിപ്രായം. ഇതിനെ സംബന്ധിച്ചു് ഗവണ്മെന്റു കൈക്കൊണ്ടിരിക്കുന്ന നടപടി അഭിനന്ദനീയം തന്നെ. കോസ്റ്റൽട്രാൻസ്പോർട്ടിനെ ഇനിയും കൂടുതൽ സ്വീകര്യക്ഷമം ചെയ്തുകൊടുക്കണമെന്നാണ് എനിക്കു അവസാനമായി പറയാനുള്ളതു്.

Mr. James Fletcher: Sir, the passenger public cannot now expect all the amenities which they enjoyed during the pre-war times so far as the State Transport Department is concerned. The buses have necessarily to be crowded and sometimes overcrowded because only a lesser number of buses can now ply for hire. But, in spite of all these inconveniences, the conductors and Inspectors in the buses could show better courtesy and make the inconveniences of the passengers bearable. Ordinarily it is the uneducated villager that comes to the buses for travel. He should be treated with courtesy and a sort of friendliness. Inconveniences could be lightened. We are all aware of the fact that the Director is working under very many adverse conditions and we are thankful to the Director for giving us so much satisfaction. We are also aware of the fact that he is working very hard to make the Department as useful to the public as possible. In this connection I would also thank the Government for initiating a scheme for the construction of vessels for coastal and sea navigation. I understand that the sea transport also will come under the direction of our able Director. I am sure that he would prove that he is capable of conducting that transport also. Our State has more than 200 miles of sea coast. Our coast is studded with various ports. If we succeed in this very desirable scheme I am sure there will be great prosperity

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[Mr. James Fletcher.]

in the State. I wish the Government would carry on the scheme and work it out successfully. There would be no difficulty for getting men to work in these vessels. We have got any number of sailors who are now plying weak boats over the stormy seas. They could be easily engaged to run these navigating vessels. There is also the possibility of the construction of sea-going vessels and ship building. I hope that that also will be started in a similar way in Travancore. I wish that what is now adumbrated may be brought to a successful end.

Mr. T. K Kittan : സർ, ഇരുപത്തിമൂന്നു ആളുകൾ ഇരുന്നും ഏഴു ആളുകൾ നിന്നും യാത്രചെയ്യണമെന്നാണു ടാൻസപോർട്ട് ബസ്സുകൾ ഏർപ്പെടുത്തിയപ്പോൾ ചെയ്തിരുന്ന വ്യവസ്ഥ. എന്നാൽ ഇപ്പോൾ വാഹനങ്ങളുടെ യാതൊരു ഭേദഗതിയും വരുത്താതെ ൩൦ മുതൽ ൫൦ വരെ ആളുകൾ ബസ്സിൽ സഞ്ചരിക്കുന്നതായിട്ടാണു കാണുന്നതു്. എനിക്കുതന്നെ ഈയിടെ അങ്ങിനെ സഞ്ചരിക്കാൻ ഇടയായി. മുപ്പതു യാത്രക്കാർമാത്രം കൊള്ളുന്ന ബസ്സിൽ ൫൦ പേരെ എങ്ങിനെയാണു കൊള്ളിക്കുന്നതു്? ഇരുപതുപേരെ കയറ്റിയിറക്കണമെന്നാണു ഡിപ്പാർട്ടുമെൻറു ഉത്തരവു് എന്നു കണ്ടക്ടർമാർ പറയുന്നു. എന്തായാലും ഈ ഏർപ്പാടു യാത്രക്കാർക്കു വളരെ വൈഷമ്യത്തെ ഉണ്ടാക്കുന്നതാണു്. എഫ് എഫ് വു-ൽ പലപ്രാവശ്യവും ഞാൻ യാത്ര ചെയ്തതിൽ അപകടം ഉണ്ടാകേണ്ട പല ഘട്ടങ്ങളും ഉണ്ടായിട്ടുണ്ടു്. ഇന്നത്തെ ഈ രീതി തുടർന്നുകൊണ്ടിരുന്നാൽ സുഖകരമല്ലാത്ത റിപ്പോർട്ടുകൾ ഗവണ്മെൻറിനു കേൾക്കാൻ ഇടവരും. അതുകൊണ്ടു മി: സുൽത്താൻ മൊഹിദീൻ പറഞ്ഞപോലെ വില കൂടുതൽ കൊടുത്താലും തരക്കേടില്ല, കുറെ കൂടുതൽ ബസ്സുകൾ വാങ്ങിച്ചു് യാത്രക്കാരുടെ സൗകര്യം വർദ്ധിപ്പിക്കണം.

President: We would only be too glad to get it.

Mr. T. K. Kittan : അങ്ങിനെയാണെങ്കിൽ ഇരുപതു ആളുകളെ ഒന്നിച്ചു കയറ്റിക്കൊണ്ടുപോകരുതെന്ന വ്യവസ്ഥ ചെയ്യണം.

എഫ് എഫ് വു-ലെ ഡിപ്പാർട്ടുമെൻറു ഭരണറിപ്പോർട്ടു ഇവിടെ കിട്ടിയിട്ടുണ്ടു്. ഇതിലെ കണക്കിൽ ചില പിശകുകളുള്ളതായി കാണുന്നു. അതായതു ആകെ തുകയിട്ടിരിക്കുന്നതിൽ ൯ രൂപയുടെ വ്യത്യാസം വന്നിട്ടുണ്ടു്. ഇതു് ക്ലെറിക്കൽ എററോ അതല്ലാ പ്രിൻറിംഗ് എററോ എന്താണെന്നു പറഞ്ഞു മനസിലാക്കിയാൽ കൊള്ളാം.

President : Mr. Salter will take note of it.

Mr. T. K. Kittan : എഫ് എഫ് വു-ലെ അഡ്മിനിസ്ട്രേഷൻ റിപ്പോർട്ടു എന്റെ കയ്യിൽ കിട്ടിയതിൽ [illegible] സ്റ്റേറ്റുമെന്റിനു

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ഏഴാംകാളത്തിലെ ആകത്തുകയിലാണ്. ഈ വ്യത്യാസം കാണുന്നതു്. ഇതിൽ ലാസ്റ്റു് കാളം ആകെത്തുക എന്നെഴുതിയിരിക്കുന്നു. അതിനു താഴെ നെറ്റു് ടോട്ടൽ എന്നെഴുതിയിരിക്കുന്നു. ഇതിൽ ആദ്യത്തെ ഇകയിൽനിന്നും ഫ്രൻഷിപ്പു് വകുപ്പു് കുറച്ചാൽ ഫ്രാൻഷൈസുപ്പു് വകുപ്പു് കിട്ടുന്നതാണു് വരേണ്ടതു്. എന്നാൽ സായിപ്പിന്റെ കണക്കുപ്രകാരം ഫ്രാൻഷൈസുപ്പു് വകുപ്പു് കിട്ടുന്നതാണു് കാണുന്നതു്. ഈ നെറ്റു് എങ്ങിനെയാണു് വന്നുകൂടിയതു്.

President : I take it that Mr. Salter has made a note of it.

Mr. E. G. Salter : I am afraid, I will have to refer to the records in the office to say whether it is a mistake or a printer's devil.

Mr. T. K. Kittan : ഒരു പേരേഡിൽനിന്നും ആയിരിക്കണമല്ലോ ഈ കണക്കുകൾ പകർത്തിയിരിക്കുന്നതു്. ഇതു് ക്ലാക്കിന്റെ തെറ്റാണോ അതല്ലാ ആ പേരേഡിൽതന്നെ തെറ്റുണ്ടോ എന്നുകൂടി അറിഞ്ഞാൽ കൊള്ളാം.

President : He is not quite sure whether it is one kind of devil or the other (Laughter)

Mr. P. N. Nilakanta Pillai : Sir, I support the demand. I do not think the Director can offer any possible explanation for not keeping the buses in a neat condition. Especially those buses which are driven on charcoal gas get smeared with carbon very soon. They should be properly cleaned. Otherwise the dresses of passengers will get spoiled on account of the carbon. I would suggest that the Director may order his employees to see that the buses are neatly kept. Most of the seats of these buses are rattained and they are torn in most cases. I have experienced that they are never repaired. To travel in such buses for a long distance has become indeed impossible. There is an advertisement in the buses: "This bus is treated with Bugsol". The Director would explain whether it is intended as a propagation of the bugs or a destruction. I think it is for the better nutrition of the bugs. The bus is so full of bugs.

Mr. K. M. Kesavan : May I know whether it is not due to the passengers bringing in the bugs and not due to the ineffectiveness of the bugsol treatment?

Mr. P. N. Nilakanta Pillai : I do not think it is necessary to answer that question.

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President: It is like circulation of currency.

Mr. P. N. Nilakanta Pillai: I hope the suggestions made by me in keeping the buses neat will be kept in view by the Director.

Mr. G. Narayana Aiyar: In reply to an interpellation whether tarpaulins are supplied to buses except express service buses, the Director was kind enough to say that the number of buses which are not supplied with tarpaulin is 73.

Most probably, every bus excepting the Express Transport bus, is not supplied with tarpaulins. I cannot understand whether the explanation given by the Director that it is not available is a sufficient explanation. He realises that the passengers are carried after paying fare. If it is specifically stated that the passengers are to carry their own luggage personally under their own care, one can understand that proposition. But a certain amount of luggage is allowed to be transported free. In the circumstances, to say that the Department cannot find out a substitute for tarpaulin, is indeed unsatisfactory. I am sorry I have to call this attitude as neglect on the part of the Departmental head. If my information is correct, tarpaulins out of rubber are produced in the Rubber Factory and the same could be secured for our use.

President: All things manufactured there go normally to war purposes.

Mr. G. Narayana Aiyar: An ordinary man in the street may be able to find out a substitute for tarpaulin. Most of the private lorries and buses are provided with tarpaulin or a substitute for it. Canvas cloth if available may be considered sufficient for covering the luggage. Or, palmyrah leaf grown in certain localities can be used instead. To me, it appears that can conveniently cover the whole of a bus. Or, Bamboo mats which is a cottage industry in North Travancore may be considered a sufficient substitute. In these circumstances, for the Director to simply say that no substitute is available for tarpaulin is really not fair. I cannot see why the goods of passengers should be allowed to be destroyed or mismanaged and it is not showing sufficient sense of responsibility on the part of the Departmental head. I am not sure whether his real responsibility is over by simply stating that no substitute for tarpaulin is available in the local market. It is the carrier's duty to take luggages safely, properly, and without spoiling them. I doubt very much whether the legal responsibility of the carrier will be properly discharged by simply saying he could not find out the means without trying for the same. So, I would bring to the notice of Government that early steps must be

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taken to get at proper substitutes for tarpaulin and see that things of passengers are transported in good condition. You can very well see, Sir, during heavy rains which was a special feature this year that, most of the luggages of passengers of the transport bus were spoiled to a considerable extent for want of proper protection.

Mr. V. Sankara Menon: May I know whether it is not possible to transport luggages through special lorries just like goods trains in the Railway Department?

Mr. G. Narayana Iyer: No, Sir. There may be certain things which a passenger has to take personally. It cannot be entrusted with anybody. Further, that will add to the difficulty of the passenger. There is also another fact. Sometimes leakages are observed in transport buses. One has to remain in certain buses with his umbrella spread as it were. So intense is the leakage sometimes. That way also there is scope for luggages getting spoiled. In my opinion, these are only small matters which are not beyond the reach of the Director of Transport to look into. So long as the Director of Transport is responsible for the successful working of the Department, it is his duty to find out a substitute in the place of tarpaulin and see that the passengers are not put to any loss. This kind of defect should be remedied by the cheapest method possible and that, as early as possible. With these words I support the Demand.

Mr. T. Krishna Pillai: Sir, no amount of praise showered on the Director can be considered too much for the effective functioning of the Department under such adverse circumstances and troubles consequent on the war. It was stated by an honourable member that, uniformly, buses are overloaded and that passengers travelling in a bus should be limited to thirty instead of sixty or seventy. I would, on the other hand, urge on the Director for raising the limit to the utmost possible figure. In my opinion, it is due to the fault of the travelling public that buses are overloaded; they willingly subject themselves to inconvenience and consider themselves to be supremely fortunate if accommodation is got for reaching their destination. This is the real position.

Sir, while answering an interpellation this morning the Director of Transport was telling us that, on no condition the drivers of buses will be allowed to attend to very minor repairs. Even the replacement of tyre will not be allowed to be done by them whenever cases of puncture arise. I have drawn the attention of the Director on this important matter during many a previous occasion. The drivers of State Transport Buses have sufficient knowledge of auto-mechanism to attend to slight repairs whenever such a thing

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[Mr. T. Krishna Pillai.]

occurs. Whenever a bus stops on the route, a factor so common now a days, a great deal of inconvenience is caused to the passengers due to the inordinate delay in getting it repaired because the drivers fully conversant with the mechanism are not allowed to look into them. To me it is undoubtedly very mischievous and should be relaxed if not completely given up.

Sir, another point which I want to bring to the attention of the Director is the invidious distinction shown by him in the matter of prospects to the executive officers such as conductors and the ministerial staff of his Department. The minimum qualification fixed for conductor's post is schoolfinal. I am told that even failed School Finals are appointed as conductors. A conductor who happens to be inefficient and physically unfit to do his work, is taken to the ministerial staff on the same pay of 20-25 and simply because he is taken to the ministerial staff he gets promotion to the 25 to 40 and 40 to 70 grade. Such sort of invidious distinctions in the matter of prospects should be stopped.

Sir, a word about the coastal traffic. I do not want any credit for initiating that scheme. It was a couple of years ago when I had the privilege of speaking on the floor of this House, I made mention of the existence of a plenteous profusion of timber in our forests for purposes of constructing vessels. Travancore is essentially a maritime State and Government deserve all praise in resuscitating coastal traffic which, Travancore, fortunately had to her credit in the distant past. It is a good augury that schooners have been purchased and construction of more have already commenced. I do know for a fact that there are men here with sufficient qualifications to properly man these vessels. Therefore, I would strongly urge on the attention of Government that no strain or endeavour should be considered too much in making this venture a real and lasting success.

Mr. Kochikal P. Balakrishnan Tampi: Sir, something has to be said in relieving the inconvenience of the passengers when something goes wrong in the bus by way of casual engineering on the part of the driver. I am also very enthusiastic about the drivers, some of them may be very useful at election times. But the fact remains that most of these drivers have absolutely no knowledge of automobile engineering. The fact that there may be half a dozen drivers with practical knowledge does not mean that every driver can be entrusted with the repairing of engines which cost large sums of money. Therefore, I am inclined to think that the policy pursued by the Transport Department is by far the wisest policy that could be followed in the circumstances.

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Regarding bugs, no doubt, every man who travels feels that the attentions of the bugs cannot be ignored. But I am confident that no human fight against them ends in any great success. It may not be beyond this Demand to refer to another matter which comes under the Demand for Hospitals, where bugs are a greater menace to those who are ailing than those who are in good health. Even the hospital authorities could not completely eliminate this scourge and I am sure the Director of Transport will try his level best to eliminate these very noxious insects.

Now, coming to the coastal traffic, Sir, I do not know what I have to say, because that is a problem by itself. That is a very, very adventurous thing that this Government have undertaken now. It is too early to say whether it has been a very wise venture or not. There is no doubt something to be said in its favour. When there is so much difficulty now-a-days to get a vessel to carry our things, it is a good thing indeed that we could have our own small vessels. But from a financial point of view, whether this is the right time to invest large sums of money on ships, on vessels which will necessarily be literally a little old and out of date, so far as these are available for civil purposes, I do not know whether it is worth while to invest large sums of money on purchase of vessels also it is a proposition that has to be considered. When the war is over, I am sure all these hundreds of thousands of vessels used for destructive purposes by the fighting countries will be available for civilian use. And, certainly ships, big and small, will be available for civilian purposes in large numbers throughout the world. Any way, I take exception to one thing definitely about this. The Government could have come for a definite vote on this issue before the Legislature instead of certifying large sums of money for purchasing them. I have no definite information. I am told that the vessels purchased also are not very new. I was told that they are serviceable, but I was told that no Insurance Company undertakes the risk of insuring them. I am open to correction.

President: Is that so, Mr. Salter ?

Mr. E. G. Salter: It is not correct.

President: That information is false.

Mr. Kochikal P. Balakrishnan Tampi: It is a strong word.

President: It is false. It makes a very serious charge against the Government for buying vessels un-insurable which means that the cargo and the passengers in the ship are not safe. It is

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[President.]

a charge practically of murder by Government. Un-insurable vessels purchased by Government mean that Government commits murder.

Mr. Kochikal P. Balakrishnan Tampi: Thanks for the explanation. Whether this Government undertake to kill or not, I am told that no Insurance Company has undertaken to insure the vessels.

Mr. E. G. Salter: That is not correct.

President: It is again false. The honourable member will withdraw that expression.

Mr. Kochikal P. Balakrishnan Tampi: What expression, Sir?

President: The honourable member said that uninsurable vessels were purchased by Government. He will withdraw that expression.

Mr. Kochikal P. Balakrishnan Tampi: Only if there is—

President: The honourable member will withdraw the xpression.

Mr. Kochikal P. Balakrishnan Tampi: I must finish my sentence.

President: Nonsense. He must withdraw first.

Mr. Kochikal P. Balakrishnan Tampi: Before I finish my sentence how can I withdraw. I can only withdraw in a sentence. I withdraw what I said regarding the information that I got regarding the insurability of the new vessels.

President: Very well, the honourable member may proceed.

Mr. Kochikal P. Balakrishnan Tampi: I want to assure this House that whatever remarks I make on the floor of this House are based on information which I get from outside.

President: Order, order. Honourable members have got a duty to themselves and to this House; they have got a duty to perform before they purvey information. If an honourable member had heard that these vessels were uninsurable, the honourable member might have put an interpellation to that effect and might have asked the Director of Transport for necessary information. The Chief Secretary might have been asked about the matter. Without doing so, no remarks should be made—as far as one can see from the general purpose of the remarks made here—in order to disparage the Government.

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Mr. Kochikal P. Balakrishnan Tampi: I have certain privileges under Regulation II of 1108 and I request that the Chair will be pleased to leave the choice of these privileges to me.

President: If inaccurate statements are made, and if those inaccurate statements are challenged, those inaccurate statements have to be withdrawn. If the honourable member makes inaccurate statements the withdrawing of these is entirely left to him.

Mr. Kochikal P. Balakrishnan Tampi: I have spoken on the basis of information I have got

That is all that I have to say.

Mr. A. T. S. Kaderbhoy: Sir, I support the Demand. I wish to draw the attention of the Director to his reply to my question which I put to him during question time. He said that my question was irrelavent. Now I ask him, is it not true that jacks are supplied to all lorries buses and cars newly purchased and if so why jacks are not available.

Mr. K. M. Kesavan: Sir, I support the Demand. Reference was made here to the fact that we are not having sufficient number of tarpaulins in transport buses. It was replied that it is owing to the difficulty of getting tarpaulins. Substitutes were suggested such as bamboo mats, palmyrah leaves and grass mats. I do not know whether bamboo mat can be a substitute for tarpaulins. It is no protection against water. Water will pass through it and it will not serve the purpose.

Mr. G. Narayana Aiyar: May I ask the member whether he is aware that bamboo mats are now being used for *valapura*?

Mr. K. M. Kesavan: It may serve well as "valapura" to some extent as it is in a curved position in valloms. But in the buses it has to lie flat.

As far as palmyrah leaves are concerned, I do not know whether these will also serve the purpose as it is too small and may be torn easily.

Mr. G. Narayana Aiyar: May I ask whether the honourable member is aware that palmyrah leaves are used for thatching only once in three years and not annually?

Mr. K. M. Kesavan: That is all true. But here heavy goods will have to be placed over the bus and since passengers get in and get out on the way their goods have to be protected from sun and rain. So, within a few hours such covering will be torn into shreds.

Mr. Thomas Chandy Mukkadan: മഴക്കാലങ്ങളിൽ തെ ല്ലിനെ മറയ്ക്കുവാൻ ഉപയോഗിക്കുന്ന പുല്ലുപായ ഇതിനു നല്ലതല്ലേ?

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Mr. K. M. Kesavan : ഞാൻ പറഞ്ഞതിനും ഇതിനും തമ്മിൽ സാരമായ വ്യത്യാസമുണ്ടെന്ന് മെമ്പർക്ക് ഊഹിക്കാം. ബസ്സിന്റെ മേൽഭാഗം ഒരുമാതിരി നിരപ്പാണ്. നേരേമറിച്ച് നെല്ലും മറ്റും കൂന കൂട്ടിയിരിക്കുകയാണ്. അതിനു ഈ പല്ലുപാ പറഞ്ഞതാണ്.

Mr. V. Sankara Menon : ബസ്സിന്റെ മുകളിൽ രണ്ടു കമ്പ് നാട്ടി പാ ഇട്ടാൽ പോരേ?

Mr. K. M. Kesavan : കമ്പ് നാട്ടിയുംമറ്റും ബസ്സിന്റെ മുകളിൽ പായ ഉപയോഗിക്കുന്നതു് അത്ര സുസാധ്യമല്ല.

Then something was said by one honourable member about the possibilities of purchasing steamers and their prospects. I think if we have to purchase new vessels, this is the time for it. We have at present to tide over the difficulty of transporting food grains from Sind, Karachi, Bombay and other places. Can we wait for this till the war is over ? What are we going to do with vessels then ? Vessels will be available at cheap rates after the war from any country. Whatever be the price if the vessels are serviceable and serve the purpose for which they are purchased, we must buy them now I think the number of vessels we have purchased are serving their purpose and no efforts should be stinted to purchase more as and when they are available. With these observations I support the Demand.

Mr. Kalloor Narayana Pillai : സർ, ഞാൻ ഈ ഡിമാന്റിനെ അനുകൂലിക്കുന്നു. എക്സ്പ്രസ്സ് സർവീസ് കോട്ടയത്തുനിന്നും വെളുപ്പിനു നാലു മണിക്കാണ് പുറപ്പെട്ടുകൊണ്ടിരുന്നതു്. തിരുവനന്തപുരത്തു് വൈകീട്ട് മണിക്ക് വന്നുചേരുന്നു. ടാൻസ്പോർട്ട് അഡ്വൈസറി ബോർഡിലെ ഒന്നോ രണ്ടോ മെമ്പറന്മാർക്ക് വെളുപ്പിനു് എണീക്കാൻ അസൌകര്യമുള്ളതുകൊണ്ടു് അവരുടെ ഉപദേശാനുസരണം ഇപ്പോഴത്തെ എക്സ്പ്രസ്സ് ബസ്സ് കോട്ടയത്തുനിന്നും 9 മണിക്കാണ് പുറപ്പെടുന്നതു്.

Mr. K. M. Kesavan : Will the member kindly say the basis for that kind of statement?

Mr. Kalloor Narayana Pillai : അഡ്വൈസറിക്കമ്മറ്റി രൂപീകരിച്ചതിനുശേഷമാണ് ഇപ്രകാരം സമയഭേദം വന്നതു്. അതുകൊണ്ടാണ് ഞാൻ ഇപ്രകാരം പ്രസ്താവിക്കാനിടയായതു്.

Mr. K. M. Kesavan : അഡ്വൈസറിക്കമ്മറ്റി വന്നതിനുശേഷമാണ് ഈ സമയവ്യത്യാസം വന്നു എന്നുള്ളതുകൊണ്ട് മെമ്പർ ഇപ്രകാരം പ്രസ്താവിക്കുന്നതു് ന്യായമാണോ?

Mr. Kalloor Narayana Pillai : അങ്ങനെ ഊഹിക്കാൻ തരമുണ്ട്. മുമ്പു് നാലു മണിക്ക് പുറപ്പെട്ടുകൊണ്ടിരുന്ന ബസ്സ്, തിരുവ

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നന്തപുരത്തു വൈകീട്ട് മണിക്ക് വന്നുകൊണ്ടിരുന്നു. ഇപ്പോൾ ൪ മണിക്ക പുറപ്പെട്ട് അഞ്ചു മണിക്കുർ കൊണ്ട് തിരുവനന്തപുരത്തു വന്നുചേരുന്നു; അതായതു് ൧൦ മണിക്കാണു് തിരുവനന്തപുരത്തു വന്നുചേരുന്നതു: എന്തെങ്കിലും കാര്യമായി തിരുവനന്തപുരത്തു വരുന്നവക്ക് ഈ സമയം വളരെ അസൌകര്യമാണു്. ഇതു നിലയിൽ ആദ്യമുണ്ടായിരുന്ന വ്യവസ്ഥ ഭേദപ്പെടുത്തിയതുകൊണ്ടു ജനങ്ങൾക്കു വളരെ അസൌകര്യമാണു്. മുമ്പു് ഉണ്ടായിരുന്ന സമയം തുടർന്നുകൊണ്ടുപോകണമെന്നു അപേക്ഷിക്കുന്നു.

രണ്ടാമതായി എനിക്കു പറയാനുള്ളതു് ബസ്സിലെ ഓവർ ലോഡിനെ സംബന്ധിച്ചാണു്. പ്രൈവറ്റു് ബസ്സുകളിൽ ഓവർ ലോഡു കയറ്റിയാൽ അവരെ പോലീസുകാർ ശിക്ഷിക്കും. നേരേമറിച്ചു് ഗവൺമെൻറു നടത്തുന്ന ട്രാൻസ്പോർട്ടു ബസ്സു് ഗവൺമെൻറിൻെറ നിയമപരിധിക്കു പുറത്തായി എന്നുമാത്രമല്ല, ആ പരിധി കടന്നുപോകുന്നതു് ശരിയാണോ എന്നു ഞാൻ സംശയിക്കുന്നു. മി. തോമസ് ചാണ്ടി മുക്കാടൻ പ്രസ്താവിച്ചതുപോലെ ൫൦-ൽ അധികം ആളുകളെ ബസ്സിൽ കയറ്റുന്നതായി ഞാൻ കണ്ടിട്ടുണ്ടു്. സ്ത്രീകൾക്കു് ഈ ബസ്സിൽ കയറാൻ വളരെ അസൌകര്യമാണു്. കുഞ്ഞുങ്ങളുടെ കാര്യമാണെങ്കിൽ പിന്നെ പറയാനുമില്ല. ആ ബസ്സിൽ സഞ്ചരിക്കുന്നവർക്കു ശരിയായി ശ്വാസംവിടാൻപോലും തരമില്ല.

Mr. K. M. Kesavan : അടുത്തകാലത്തു് സ്ത്രീകളുടെ സൌകര്യത്തിനായി രണ്ടു സീറ്റു് ഒഴിച്ചിട്ടിരിക്കുന്നതായി മെമ്പർക്കറിയാമോ?

Mr. Kalloor Narayana pillai : അപ്രകാരം ഒരു ബസ്സിലും ഞാൻ കാണുന്നില്ല. വേറൊന്നു് എനിക്കു പ്രസ്താവിക്കുവാനുള്ളതു ബസ്സു അപകടങ്ങളെ സംബന്ധിച്ചാണു്. ട്രാൻസ്പോർട്ടു ഡിപ്പാർട്ടുമെൻറിലെ അഡ്മിനിസ്ട്രേഷൻ റിപ്പോർട്ടിൽ കാണുന്നു, ൧൯൫൯-നേക്കാൾ ൧൯൬൦-ൽ അപകടങ്ങൾ കുറവാണെന്നു്. എന്നാൽ എത്ര വിദ്യാർത്ഥികൾ ഈ അപകടം നിമിത്തം മരിച്ചു എന്നു് കണക്കിൽ കാണുന്നില്ല. ഈ അപകടം കുറയ്ക്കാൻ വേണ്ട ശ്രദ്ധ പതിപ്പിക്കണം.

Mrs. Abernam Gnanasikhamony: Sir, I support the demand. The travelling public have to thank the Government for the express buses that are being run from Trivandrum to Nagercoil and other parts without which people who have urgent necessities will not be able to reach their destinations in time. This is a timely brain wave of the Government. It is only fair that the charge is

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[Mrs. Abernam Gnanasikhamany.]

raised a bit. When compared with the discomforts experienced in other buses this course is only commendable. As usual I have to praise the conductors of the buses for their conduct towards the weaker sex especially. It is really good that the porters are travelling in the buses, I wish that the porters are perfectly honest regarding the luggage at the top of the buses.

Mr. E. G. Salter: Sir, the subject which has evoked the greatest interest is that of coastal shipping. I propose, with the leave of the House, to give my particular attention to that matter.

First of all, I may be permitted to refer to the speech of the Dewan-President at the joint Session of the Legislature and to his previous speeches wherein it was revealed that the Government of India in their anxiety and endeavour to assist Travancore in the solution of its food problem had very kindly made arrangements for rice to be made available at Karachi, Central Provinces and the Punjab.

I ask the Honourable Members of this House if they would have pardoned Government after having been told that rice is available at these places if Government had said "we can't get rice because we can't get transport". I suggest that it was the obvious duty of Government in such circumstances to devote its utmost endeavours to the limit of the resources available to the country to secure food and the House would not have excused Government if transport was not made available at all costs. The absence of transport is sucking the life flood of India to-day. The absence of good roads, the absence of suitable bridges, in other words the short-sighted policy of the past is contributing to the difficulties in the food problem of to-day. It must be obvious to everybody that Government cannot at this juncture, sit still. They have to do something even in anticipation of an affirmative vote from the Legislature. In this connection, I was asked if I could do anything to secure suitable ships which could bring rice from Karachi to Travancore. I am proud to say that as a result of the negotiations, I was able to report that four vessels each of 500 tons capacity were available at a cost of 2½ lakhs of rupees subject to the sanction of the Government of India. In the mean time it took three months to get the sanction and the monsoon was near at hand when we were able to get the vessels. The delivery of the vessels was taken in March. But in the meanwhile we could not send our vessels to Karachi because of the approach of the monsoon until the weather conditions permitted their operation for the purpose for which they were purchased. We searched other markets and I am proud to be able to report to the Honourable Members of this House that in the short time we have operated we have made Rs. 37,000 net profit i. e.,

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10% in less than six months. I am not suggesting that we can maintain that profit because, as I said before the original intention was to send the ships to Karachi to get rice. I am sure Honourable Members will not criticise us if at a later date the vessels have operated at a loss for the specific purpose of bringing rice.

I think there is just one little doubt regarding the insurability of the vessels, although Honourable Members may be aware that the vessels have not been insured. The insurance rates under modern war conditions with the present submarine menace in the Indian Ocean are necessarily very high. Coastal sailing vessels have to pay nearly 30% per annum towards insurance or nearly one lakh of rupees per annum for our fleet of four. It was therefore decided that we would carry our own risks and refrain from insuring. This does not prevent the owners of cargo from effecting insurance in respect of their cargo. I have a number of offers from various insurance companies who are fully prepared to handle this. They have been told that Government cannot act as agents to any Insurance Company but in the event of any owners of cargo desiring to insure their goods they will be referred to the Insurance Company concerned. I hope I have disposed of the subject in regard to shipping.

It is a new subject for all of us. I think there is a bright future for it particularly when one thinks in terms of transport as a whole, road transport, backwater transport and sea transport, the ultimate co-ordination of which is the proper and correct thing to assist in the industrial development of the State as a whole.

There have been a few remarks on the question of overloading of the buses. I do not deny that there is overloading. How are we to stop it ? I am afraid I am not in a position to give any constructive suggestion. I should welcome them from any Honourable Member of this House. The point is, owing to the reduction in the number of motor cars available for operation and owing to the increased spending power of the public, there has been a very considerable increase in the number of passengers travelling. In 1116, we carried about six million passengers, in 1117 we carried nearly eight million, i e., 30% increase in one year at a time when necessity forced us to reduce the number of vehicles operating. I am not suggesting for one moment that it is comfortable to ride in the buses to-day. All that we can do is to keep every bus running in extremely difficult circumstances, perhaps without sufficient time to devote, to rattling bodies, leaking roofs and uncomfortable seats and perhaps without sufficient time to experiment with improvised tarpaulins—but just to keep the vehicles going. Whether we succeed or not, will be left to the judgment of the Honourable Members of this House and to assist them in arriving at their decision, may I explain that we are carrying 22,000 passengers a day who are

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[Mr. E. G. Salter.]

paying us Rs. 7000 a day. From this Honourable Members will be fully aware of the extremely difficult situation which confronts us. That we have been able to continue as we have, has been due entirely to the loyalty, enthusiasm and honest endeavour of the mechanical staff of the Transport Department who by virtue of such enthusiasm have shown to India what the artisans of Travancore can do. We are the only organisation, I think, in the whole of India producing motor car pistons. That is a matter of intense pride. My job was only to direct the staff in the use of their own talents to try to make a part here and to improvise there and try to carry on. To that extent, I suggest the Transport Department has not failed the public of Travancore (President's bell.)

The question that Government be granted a sum of Rs. 32,21,863 under Demand IX—State Transport was put and carried.

The grant was made.

DEMAND X—CLAY REFINING AND PORCELAIN FACTORY.

Mr. K. N. Madhava Panickar : Sir, I beg to move for a grant of Rs. 4,36,300 under Demand X—Clay Refining and Porcelain Factory.

Mr. Kochikal P. Balakrishnan Tampi : Sir, I am glad to see that this factory is producing articles which are in great demand. My only request is that a definite percentage of the articles produced there may be made available for use in the State. I am also glad that a new Expert has been appointed. I hope that the Expert will be able to keep up the tradition of fine workmanship which his predecessor kept. Now, again I have to fall upon rumours. There is a fear expressed in some quarters that some gentleman or firm working the Rubber Factory is entering or trying to negotiate the purchase or partnership in regard to the Ceramic Factory.

Rajyasevapravina G. Parameswaran Pillai : It is not correct Sir.

Mr. Kochikal P. Balakrishnan Tampi : My fear is enhanced by the fact that Mr. Pandit, the Manager of the Rubber Factory, took a statement from workers, clerks and employees of the Ceramic Factory whether they wish to serve in a private firm. In regard to these vital matters sometimes it is seen that an act is done before they come to the Legislature. Some of the institutions for which we have spent large sums of money are given on lease to private companies or firms. There may be a difference of opinion

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